

MASTER PLANNING FOR GENERAL AVIATION AIRPORTS

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Why Update the Advisory Circular

- Replaces AC 150/5070-6A (issued in 1985)
- Doing fewer full Airport Master Plans
- Previous guidance has not kept pace with changes in planning practices and methods

Importance of Airport Master Planning

- Plan for short, medium and long-range development of an airport
 - Contains the details, logic, justification for development plans
- Problem Solving process
 - Identify issues, problem to be solved, role of planning in addressing problems
- Forms the basis for follow-on work
 - Environmental processing, benefit/cost analysis
- Graphically depicts future development
 - Airport Layout Plan

Expectations of Airport Master Planning

- Airport planning is primarily a local responsibility
- However, airport planning leads to federal decisions
 - AIP/PFC approvals
 - Environmental findings and analysis
 - BCA approval
 - ALP airspace review and ALP approval
- Too much planning is done in follow-on work (Environmental, BCA)
 - Facility need
 - Forecast
 - Alternative Analysis
- Planning should be focused

Approach to new Master Plan Advisory Circular

- Flexible approach
- Tailor planning to needs of airport. Paragraph 406 of FAA AIP Handbook (Order 5100.38B) lists eligible planning work.
- Incorporate by reference
 - Master plan A/C did not rewrite pertinent documents
- Structured in two parts
 - Part 1: Chapters 1 to 3, Pre-planning- work scope, grant application, consultant selection
 - Part 2: Chapters 4 to 12, Elements of a Master Plan- inventory, forecast, facility requirements, alternatives evaluation, ALP

Greater Emphasis on Pre-Planning

- A/C contains:
 - Information on scoping
 - Discussion on level of effort (full master plan vs. update)
 - Purpose oriented planning
 - Is there a specific issue or problem?
 - Discussion of which parties need to be involved

Elements of a Master Plan

- Include the chapters that typically make up a master plan
 - Inventory, forecast, facility requirements
- May not need to include each chapter discussed in the A/C
 - Based on decisions made in pre-planning
- Specific chapter elements linked to overall study
 - For example, do the forecasts affect the alternatives development?

Forecasts

- TAF for GA/RL/CS and small hub primary
 - Not rigorous
 - Based on 5010 data
 - Forecast often flat-lined
- Do not recommend use of TAF in lieu of local forecast for GA/RL/CS/small hub
- If local forecast is needed in your master planning
 - Forecast using methods of chapter 7 of A/C
 - Consider an aircraft counting program to establish an adequate baseline
 - Such a forecast has a good chance of being incorporated into the TAF

Environmental Considerations in Airport Master Planning

- Guidance included in Chapter 5 and Appendix D of A/C
- Appendix D primarily for complex projects, but useful for smaller projects
- Appendix D discusses
 - Role of FAA in airport master planning
 - Planning and environmental alternative analysis
 - Facility requirements and purpose and need
 - Environmental inventories and overviews
 - Conceptual engineering
- The following should be complete prior to start of EA or EIS
 - Local forecasts are current and approved by FAA
 - Project is justified in scope and timing
 - Considered all alternatives that met the planning need, are reasonable and feasible

Elements of a Master Plan

- Appendix A- Glossary
- Appendix B- Useful Reference Materials
- Appendix C- List of Potential Stakeholders
- Appendix D- Consideration of Environmental Factors in Airport Master Planning
- Appendix E- Airport Site Selection
- Appendix F- Guidelines for Airport Layout Plan Drawing Set

Summary of Major Changes

- Structured in two parts
- Included a chapter on public participation
- Moved the environmental chapter up front and changed the focus of the discussion
- Removed the chapter on airport site selection and included it as an appendix
- ALP chapter focuses on what is required by statute or regulation

WAAS/LPV Approaches

- The agency has a goal of establishing 300 LPV approaches/year to non-ILS runway ends
- FAA Airports Office in HQ is working with FAA regions to recommend potential runway ends for LPV
- AIP dollars will be provided, where feasible, to conduct surveys and fund infrastructure needs for LPV approaches
- FY 2006 surveys performed by contractor for FAA. FY 2007 and beyond surveys will be done under airport system or master planning grants
- Plan is that funding will no longer be provided directly to NGS to conduct obstruction surveys at large airports
- Completed surveys will provide sufficient data to determine what infrastructure needs (i.e. obstruction removal) are required to obtain specific minima
- These needs can be shown on ALP and included in CIP

Airport Planning Guidance for CY 2006

- Best Practice: Planning Airports for Business Jet Use
 - Originally an appendix to the master plan A/C
 - Reviewers suggested it be issued as separate guidance
 - New guidance to contain VLJ
- Best Practice: Surface Access to Airports
 - AIP/PFC eligibility requirements
 - Effective communication between aviation and metro system planning and among airports, highway agencies and transit authorities
 - Description of FHWA and FTA funding programs

Conclusion

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